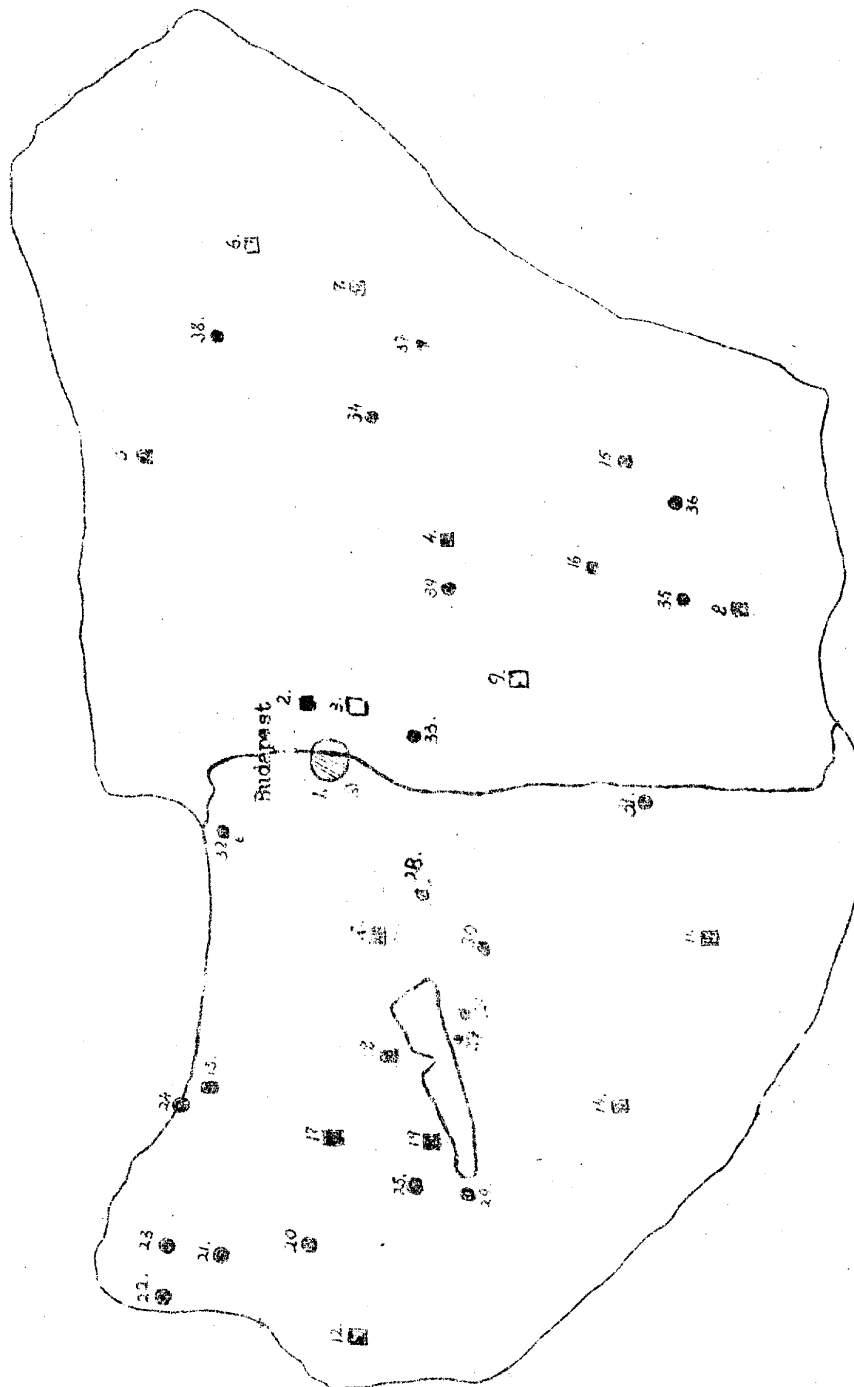


CENTRAL INTELLIGENCE AGENCY

HUNGARY

Location of Permanent and Emergency Airfields



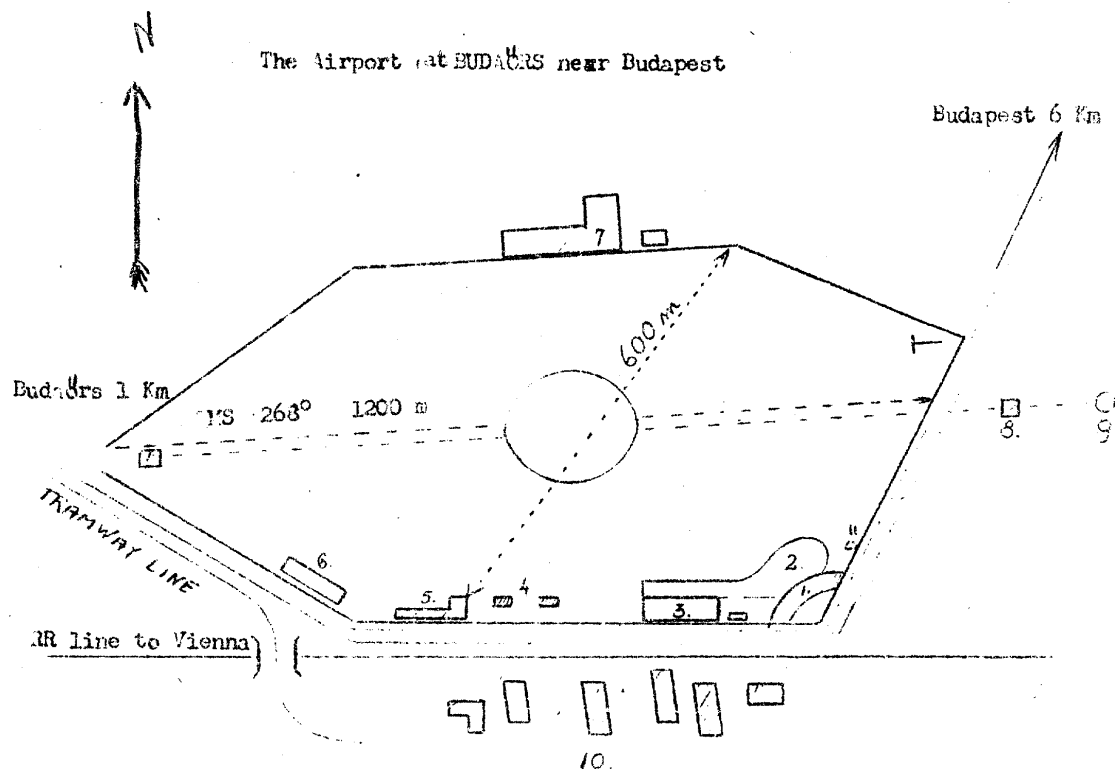
- Permanent Airfields
- Airfield under construction
- Emergency Airfields (Mostly without installations)

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CENTRAL INTELLIGENCE AGENCY

25X1A2a



1. Administration building
2. Concrete apron
3. Hangar, 140 meters long, which also houses a repair shop
4. Gasoline tanks holding approximately 200,000 liters
5. Garages with a total capacity of approximately 70 trucks
6. Small hangar with a capacity of 10 small airplanes
7. Sport plane hangar and repair shop
8. Control tower with radio
9. Radio-beam, continuous transmission.
10. Military garrison buildings, empty as of date but in serviceable condition.
11. Searchlight

Landing procedure and "Q" signals

QFE 127 meters	QBI at Budaörs	QBA 2 kilometers
QFM 800 meters		QBB 400 meters
QMS 268°		
	QGO take-off	QBA 1,000 meters
		QBB 100 meters
	QGO landing	QBA 1,000 meters
		QBB 200 meters

For a QBI landing: QFG 800 meters, letdown on heading 100°, at 400 meters left turn to 268°. Descent below 100 meters not permissible before passing over the cone.

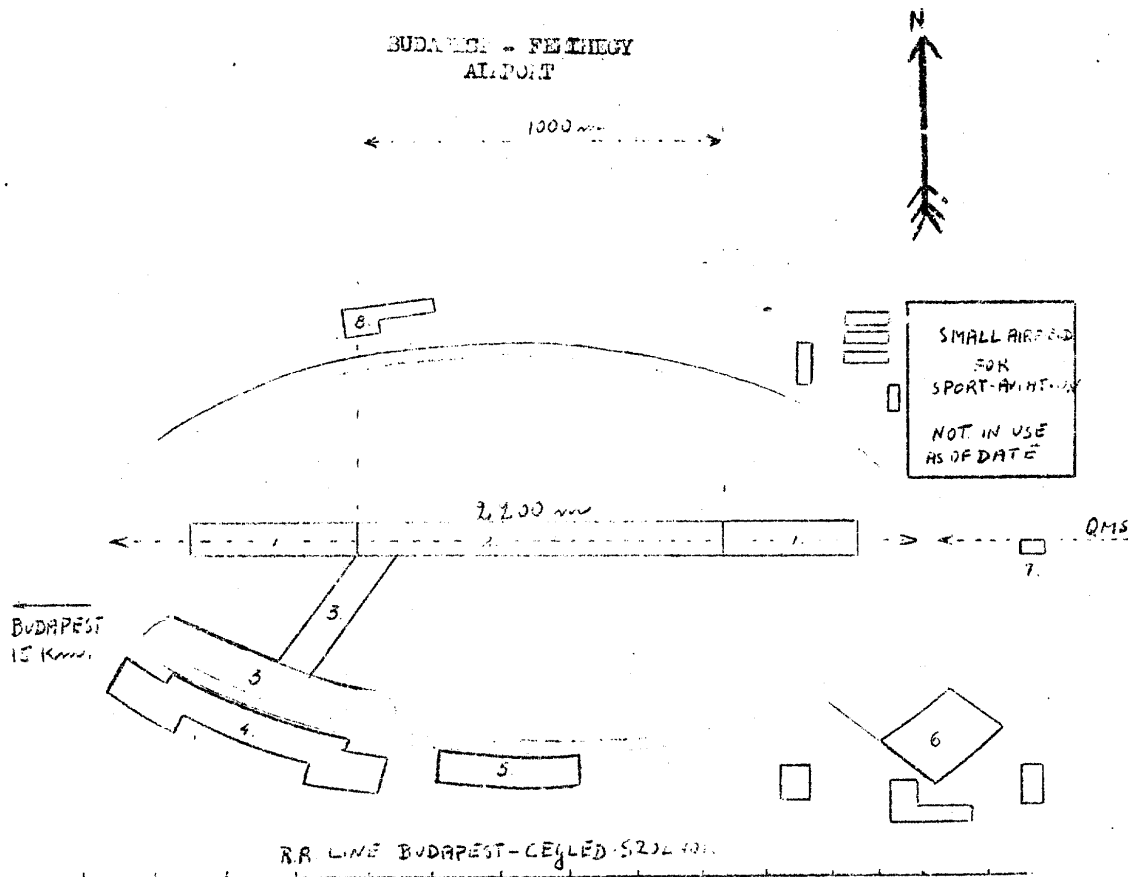
313
Radio-beam "HAM"/Kc, pilot-controlled system

The airfield installations are all serviceable. There is no possibility of expanding the airfield.

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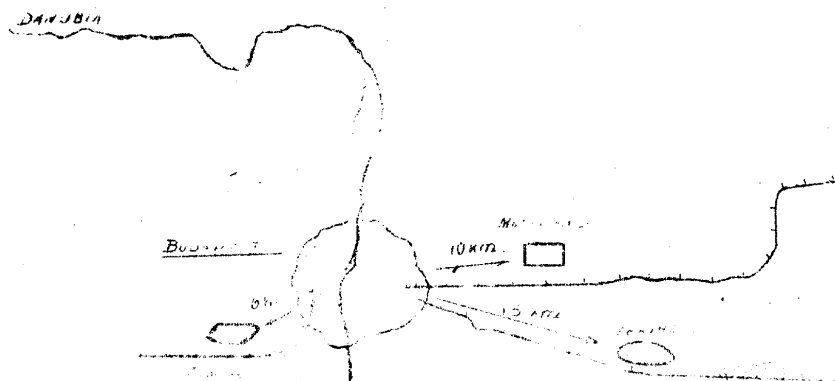
CENTRAL INTELLIGENCE AGENCY

25X1A2g



1. Concrete runway under construction
2. Completed concrete runway 1,000 meters in length.
3. Taxi strip and concrete apron
4. Terminal building with hotel under construction
5. Hangar, 140 meters long, under reconstruction
6. Small hangar surrounded by destroyed buildings
7. Radio direction indicator, "BAKE" system. A radar unit is under construction.
8. Storehouse

Altitude above sea level 135 meters

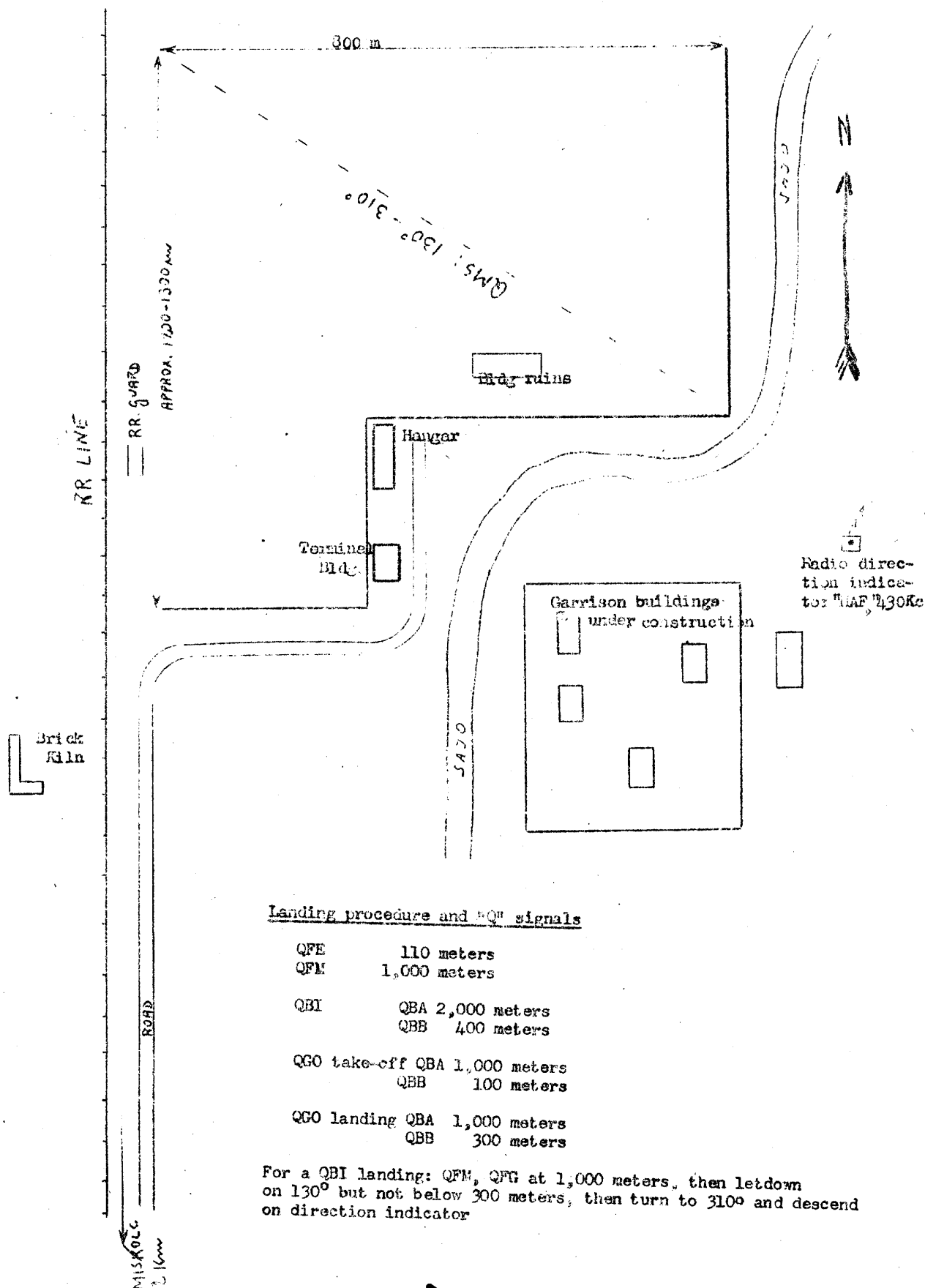


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25X1A2g

CENTRAL INTELLIGENCE AGENCY

MISKOLC Airfield

Landing procedure and "Q" signals

QFE	110 meters
QFM	1,000 meters
QBI	QBA 2,000 meters
	QBB 400 meters
QGO take-off	QBA 1,000 meters
	QBB 100 meters
QGO landing	QBA 1,000 meters
	QBB 300 meters

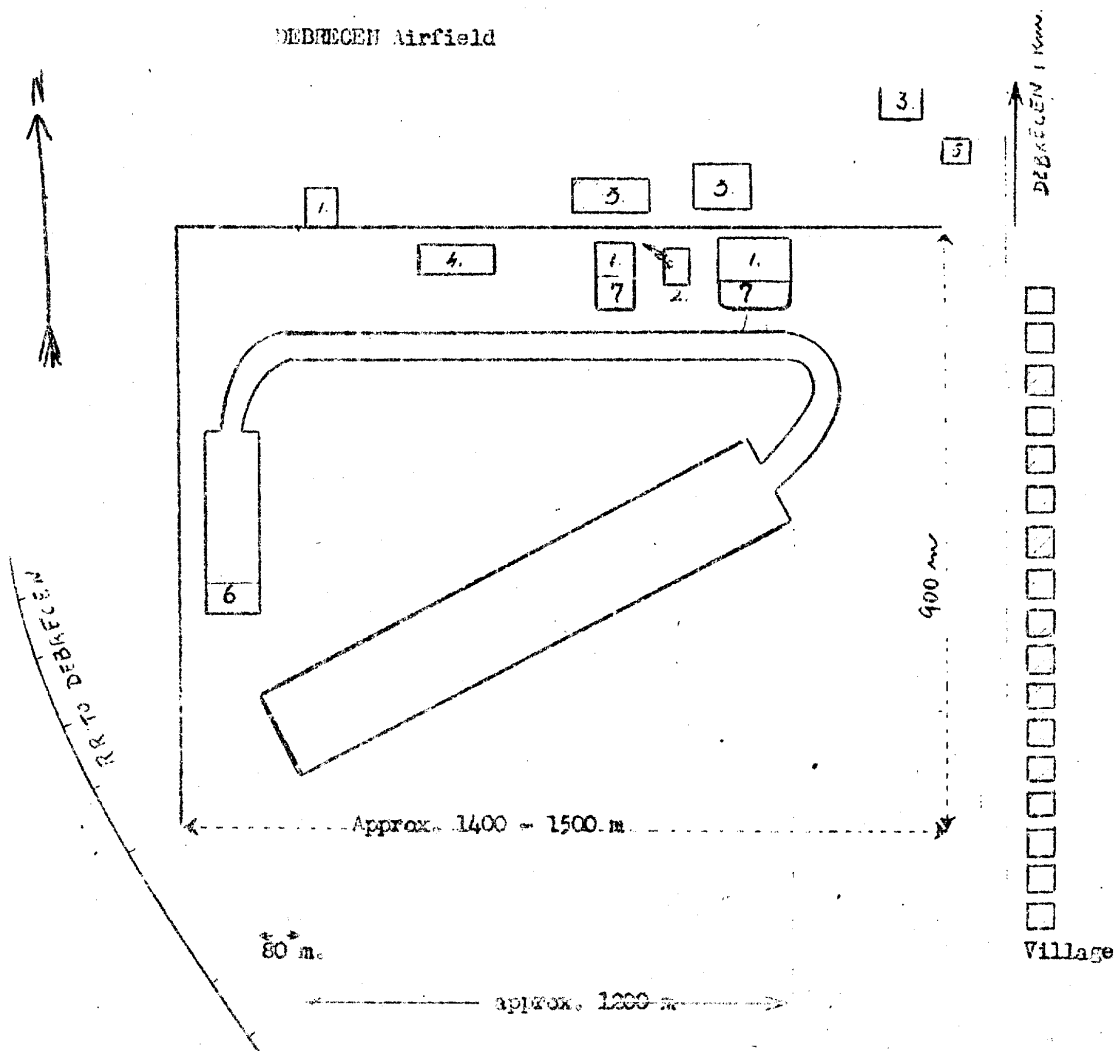
For a QBI landing: QFM, QFE at 1,000 meters, then letdown on 130° but not below 300 meters, then turn to 310° and descend on direction indicator

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Appendix V
25X1A2g

DEBRECEN Airfield



1. Hangars, all in ruins
2. Terminal building with radio direction indicator; "HAN", 380 Kc
3. EM barracks, partly in ruins
4. Former HQ building
5. Guards hut
6. Sight-alignment
7. Concrete aprons

Landing procedure and "Q" signals

QFE 112 meters
QMS 60° ~ 240°

QBI QBA 2,000 meters
QBB 200 meters

QGO take-off QBA 1,000 meters
QBB 100 meters

QGO landing QBA 2,000 meters
QBB 300 meters

For a QBI landing; QFM, QFG 500 meters, letdown in the direction of the actually prevailing QF4 to 300 meters, turn 180°, descend on direction indicator to 100 meters and land from there with-

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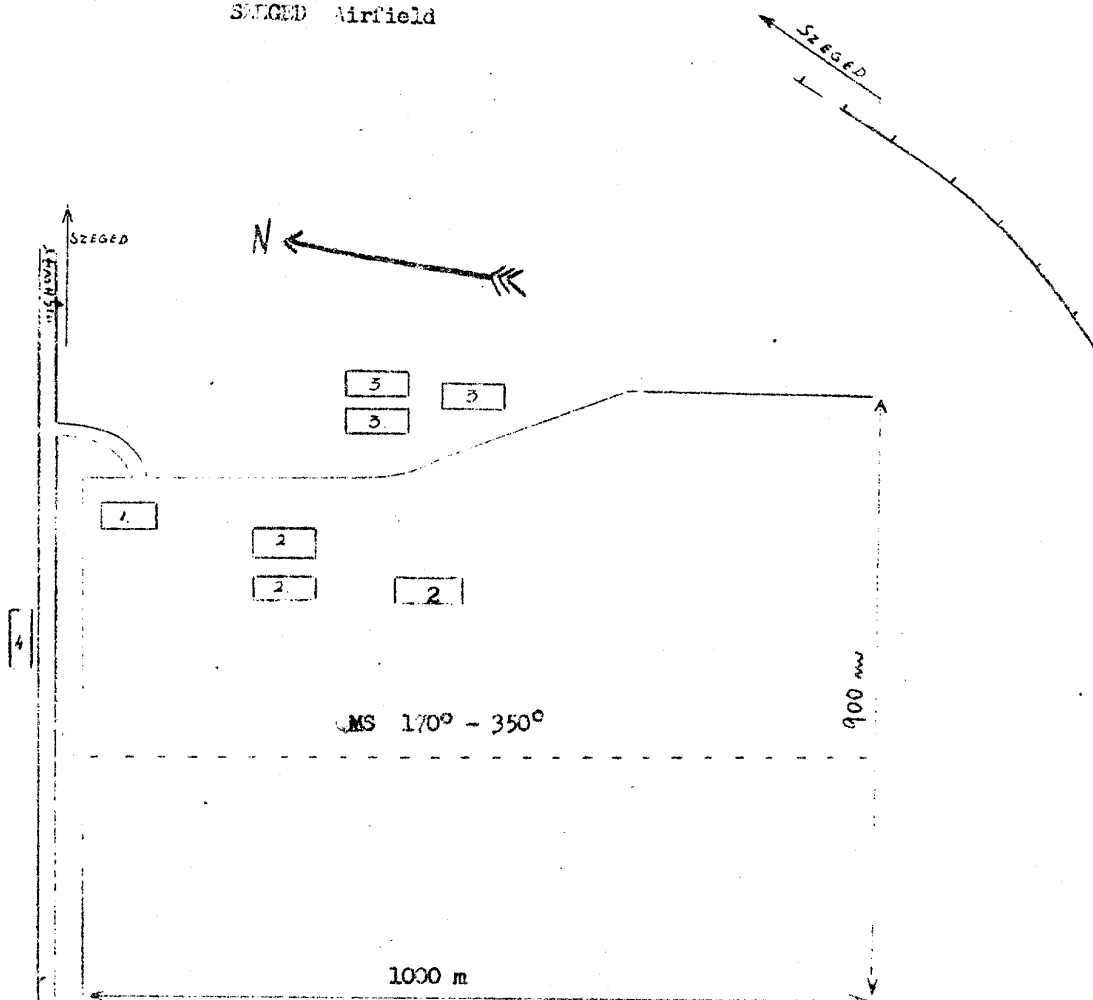
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CENTRAL INTELLIGENCE AGENCY

Appendix VI

25X1A2a

SANGED Airfield



1. Reconstructed terminal building
2. E.M. garrison buildings under construction
3. Old barracks
4. Former officers mess in ruins

Landing procedure and "Q" signals

QFE 83 meters
 QMS 170° - 350°
 QFM, QFG, 500 meters

QBI QBA 2,000 meters
 QBB 200 meters

QGO take-off QBA 500 meters
 QBB 50 meters

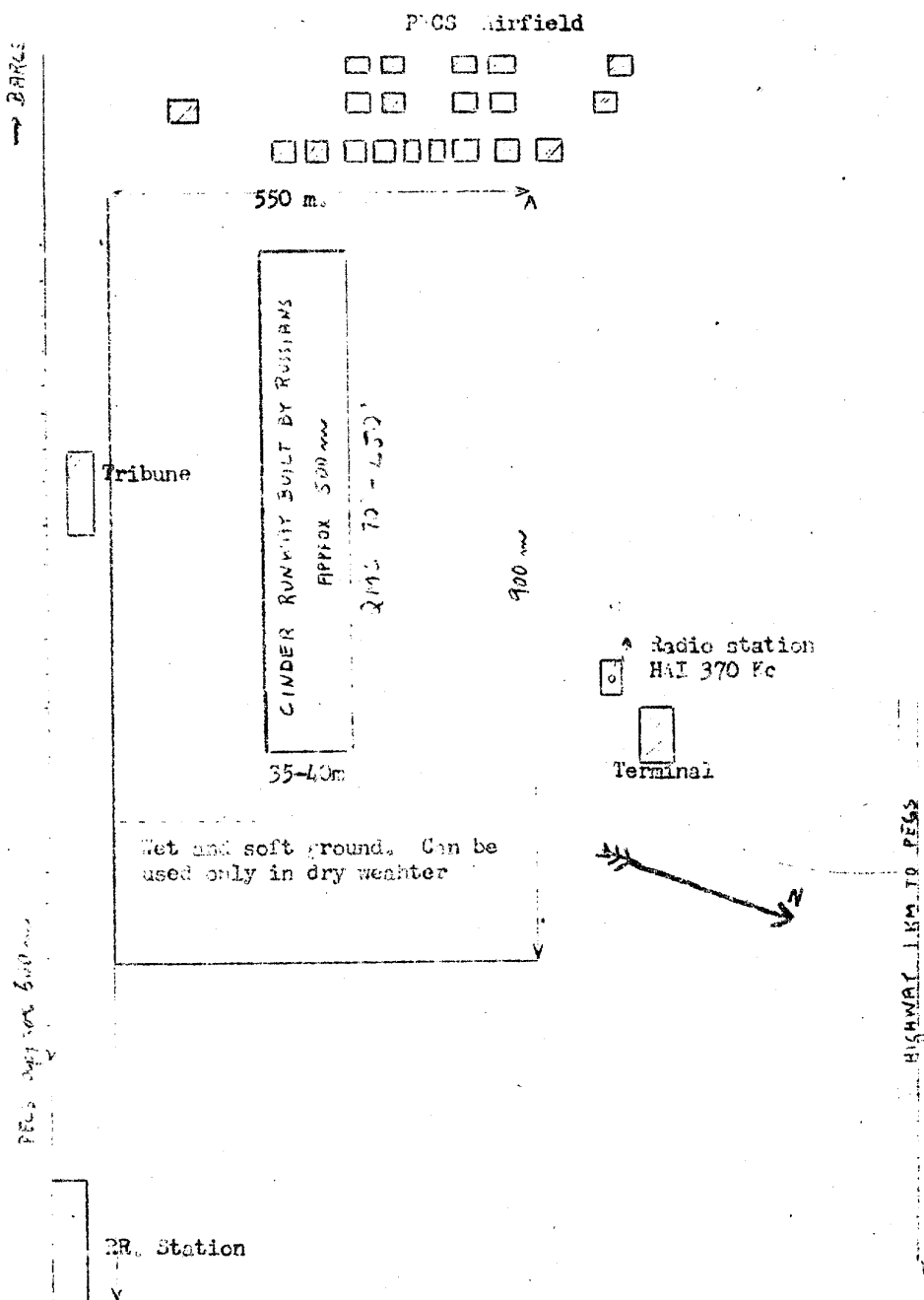
QGO landing QBA 1,500 meters
 QBB 100 meters

For a QBI landing: QFG at 500 meters, letdown on a heading of 170° to 300 meters, turn and descend on 350° to 100 meters and land from there without aid.

The airfield could be extended for a considerable distance to the south or west.

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Appendix VII
25X1A2gLanding procedure and "Q" signals

QFE	125 meters
QFM, QFG:	800 meters
QBI	QEA 2,000 meters
	QBB 400 meters
QGO take-off	QBA 1,000 meters
	QBB 100 meters
QGO landing	QBA 2,000 meters
	QBB 300 meters

For a QBI landing : QFG at 800 meters, letdown on 2500 to 200 meters turn and land on direction indicator. If there is a cross-wind of 36 km/hr or over, QGO rules apply.

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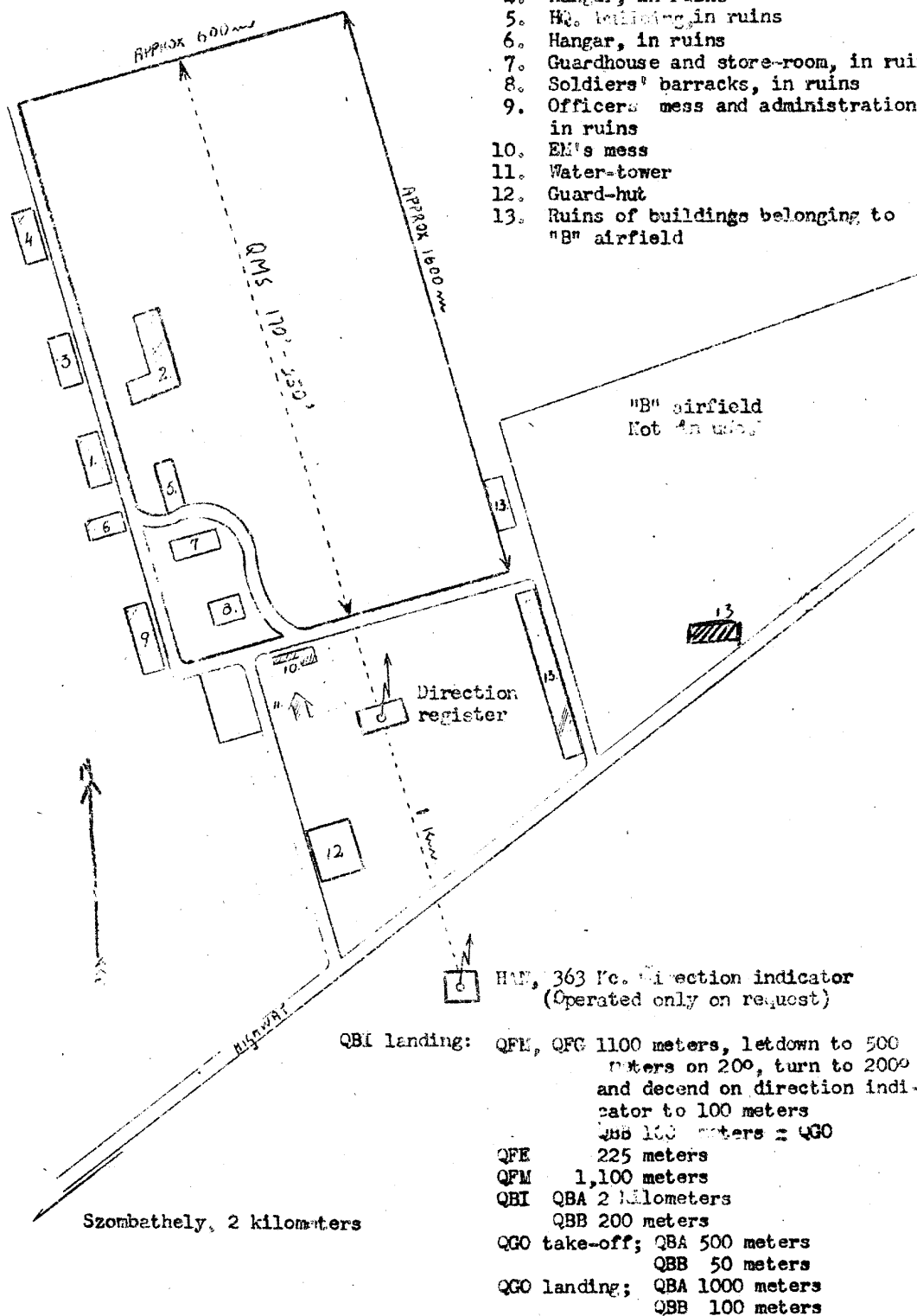
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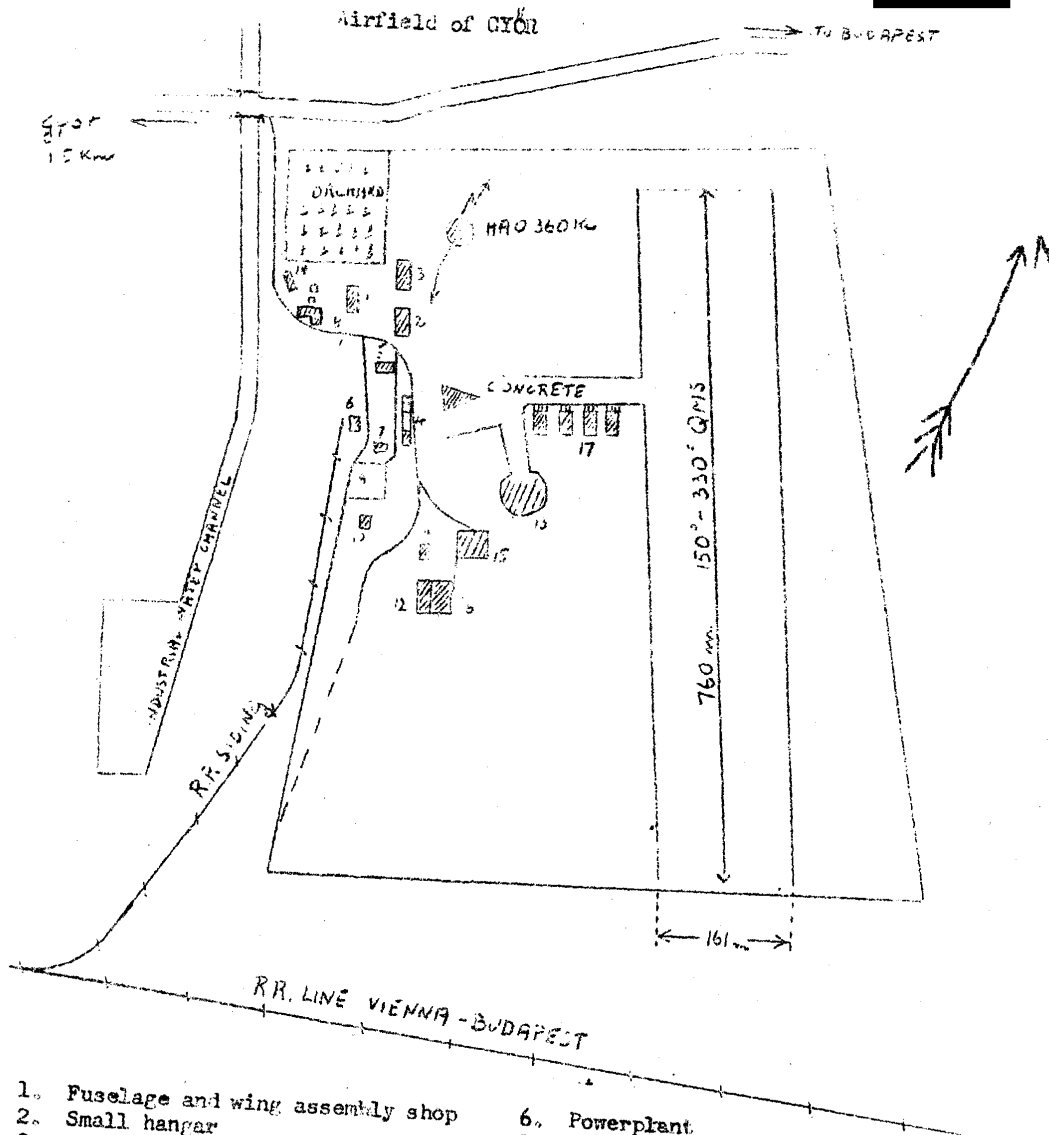
Appendix VIII

25X1A2g

Airfield at Szombathely

1. Terminal building
2. Air Academy, in ruins
3. Hangar, in ruins
4. Hangar, in ruins
5. Hq. building, in ruins
6. Hangar, in ruins
7. Guardhouse and store-room, in ruins
8. Soldiers' barracks, in ruins
9. Officers' mess and administration, in ruins
10. EN's mess
11. Water-tower
12. Guard-hut
13. Ruins of buildings belonging to "B" airfield





1. Fuselage and wing assembly shop
2. Small hangar
3. Sight-alignment
4. Hangar
5. Guardhouse
6. Powerplant
7. Air-raid shelters
8. Administration
9. Final assembly shop
10. Clubhouse and apartments
11. Mount for testing engines
12. Sport plane hangar
13. Compass ring
14. Barracks
- 15, 16, 17, Concrete apron

Landing procedures and "Q" signals

"HAO", 360 Kc, direction indicator operated only on request
 QFE, 118 meters
 QFM, QFG, 800 meters
 QMS, 150° - 330°

QBI, 2,000 meters
 QBB, 200 meters
 QGO take-off QBA, 500 meters
 QBB, 50 meters
 QGL landing QBA, 1,000 meters
 QBB, 100 meters

For a QBI landing using the direction indicator; QFM, QFG, 800 meters on 350° to 400 meters then letdown on the beam to 100 meters (QBB 100 m = QGO)

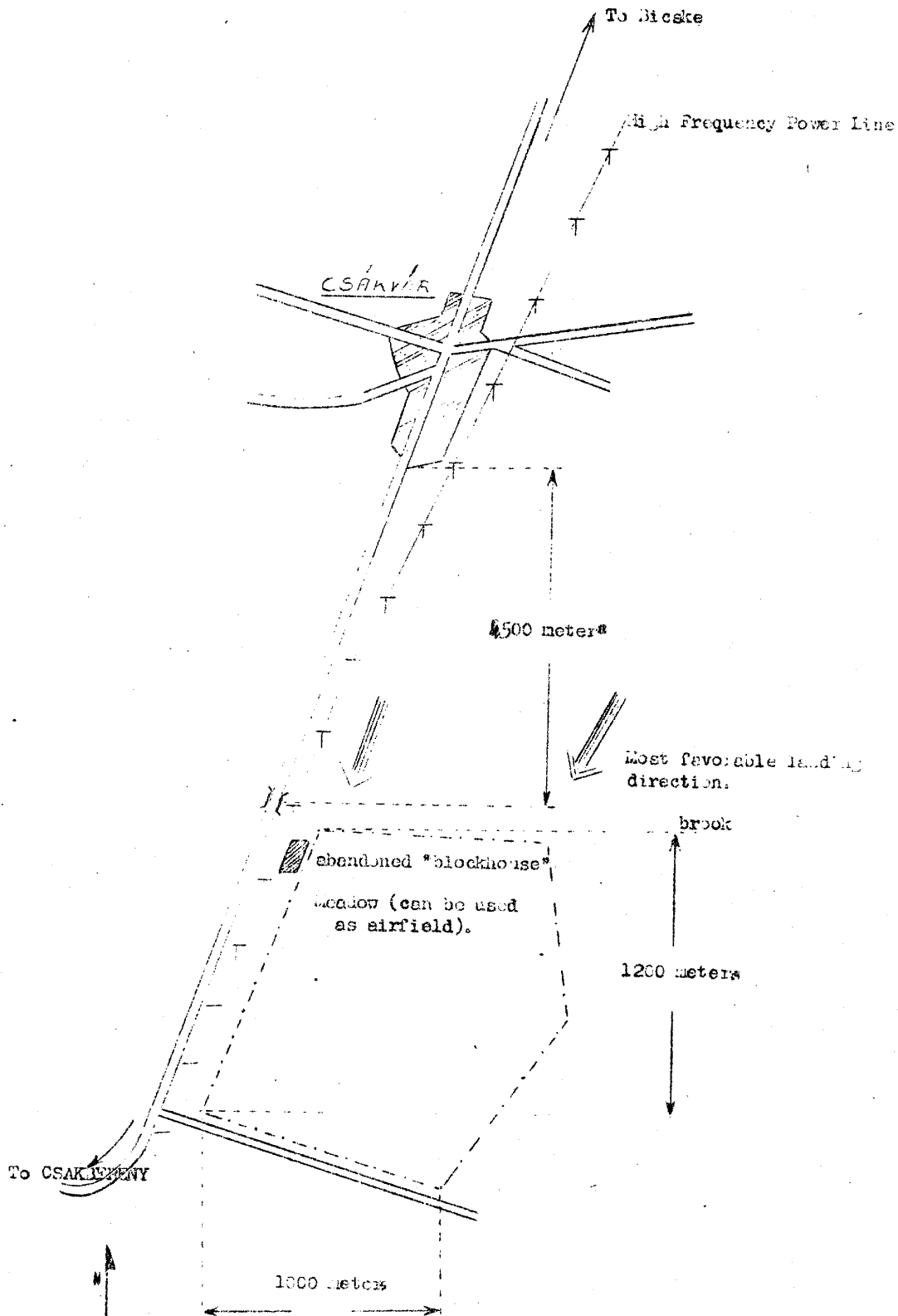
The administration building and hangar have been partly restored. All other installations are damaged. The field has no gasoline storage facilities.

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Appendix 3
25X1A2a

Airfield suitable for clandestine landing,
near CSAKVAI.



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25X1X6

Approved For Release 1999/09/09 : CIA-RDP82-00457R002600420004-7

Approved For Release 1999/09/09 : CIA-RDP82-00457R002600420004-7